

**Seaport and Rail Yard Areas Emissions Reduction (SPRY) Program<sup>1</sup>**  
**Projects by Area<sup>2</sup>**  
**2015 through August 2020**

Area	Total Number of Projects <sup>3</sup>	Total Number of Activities	Total Grant Amount <sup>4</sup>	Total NO <sub>x</sub> Reduced (Tons) <sup>4</sup>	Average Cost Per Ton of NO <sub>x</sub> Reduced <sup>5</sup>	Total Tons Per Day of NO <sub>x</sub> Reduced 2020	Total Tons Per Day of NO <sub>x</sub> Reduced 2021	Total Tons Per Day of NO <sub>x</sub> Reduced 2022	Total Tons Per Day of NO <sub>x</sub> Reduced 2023
Houston/Galveston/Brazoria	77	224	\$18,432,760	884	\$20,840	0.34	0.34	0.40	0.54
Dallas/Fort Worth	5	29	\$1,176,460	54	\$21,935	0.02	0.04	0.04	0.02
San Antonio	6	6	\$198,405	8	\$24,975	<0.01	<0.01	0.01	0.01
El Paso	1	2	\$109,745	5	\$20,000	<0.01	<0.01	<0.01	<0.01
Beaumont/Port Arthur	0	0	\$12,844	1	\$25,000	<0.01	<0.01	<0.01	<0.01
	<b>89</b>	<b>261</b>	<b>\$19,930,214</b>	<b>952</b>	<b>\$20,934</b>	<b>0.36</b>	<b>0.38</b>	<b>0.45</b>	<b>0.57</b>

<sup>1</sup>Formerly known as the Drayage Truck Incentive Program (DTIP)

<sup>2</sup>Does not include projects funded and subsequently canceled.

<sup>3</sup>The number of projects and number of activities are based on the primary area of a project. The grant amount, total NO<sub>x</sub> reduced, and cost per ton of NO<sub>x</sub> reduced are apportioned to all areas of use associated with a project.

<sup>4</sup>Totals have been rounded to the nearest whole number.

<sup>5</sup>The average cost per ton of NO<sub>x</sub> reduced equals the total grant amount divided by the total NO<sub>x</sub> reduced. The average cost per ton of NO<sub>x</sub> reduced was calculated using raw numbers and then rounded to the nearest whole number.